

SECTION 1:

INTRODUCTION

CORRIDOR CAPACITY PRESERVATION PROGRAM

Program Overview

This guide to Delaware's Corridor Capacity Preservation Program (CCPP) contains strategies and information that advance policies adopted by the Cabinet Committee on State Planning Issues. The guide outlines how the state seeks to preserve the roads we already have, improve safety, and focus development toward areas where infrastructure already exists. It assists landowners, developers, businesses, legislators and others in understanding the goals, objectives, and preservation techniques DelDOT is using to retain capacity on Delaware's major highways, particularly those that serve predominantly statewide and/or regional travel.

In the past, if businesses and homes built up along an arterial road to the point that traffic slowed and accidents were increasing, Delaware just built a new road around it. But today, constructing new roads has become a solution of last resort, not only because of the huge cost to build and maintain roads, bridges, and support infrastructure, but also because land and rights-of-way are increasingly difficult, and sometimes impossible, to secure. More pavement inevitably attracts more traffic, in a vicious cycle that increases air, water and noise pollution, eats up trees and farmland, and eventually draws even more cars and trucks to the new road.

Corridor Capacity Preservation Program policies advocate land use and transportation plans working together toward the goal of creating a more Livable Delaware, even as we continue to pursue the economic development that brings jobs and vitality to our state.

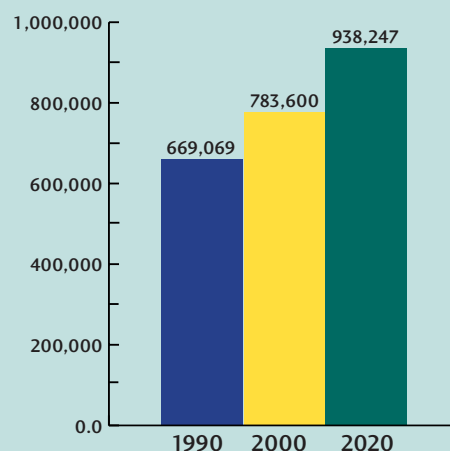
If it seems like our highways are becoming more crowded, you're right.

In the ten years from 1990 to 2000, our state's population increased by 114,531. By 2020, a projected 154,647 more will join us, for a total of 938,247 Delaware residents.¹

Add to our numbers the hundreds of thousands who come to do business here, or to visit our historic attractions or beautiful downstate beaches - or are just passing through - and you begin to understand the reasons for growing congestion. This handbook details a program that looks ahead rather than behind in planning how we can get the most out of our roadway investments.

Our state's population is projected to grow 40% between 1990 and 2020.

Delaware Population Growth



¹ Center for Applied Demography & Survey Research, University of Delaware, US Bureau of Census (200) Supplementary Survey, Delaware Population Consortium

INTRODUCTION

Program Overview

In 1991, the Corridor Capacity Preservation Program began as a voluntary pilot program applied to the 31-mile section of SR1 that runs between Nassau in Sussex County and the Dover Air Force Base (DAFB) in Kent County. This was one of ten Federal Highway Administration (FHWA)-funded prototype projects involving corridor preservation nationwide. The study focused on providing controlled access, because the capacity of the existing highway can be increased simply by eliminating features that interfere with the flow of traffic, such as entrances and at-grade crossings. SR 1 was a good demonstration project for capacity preservation since it is located in a growth area and was meant to serve both Delaware and regional traffic. (See Section 4 for complete details.)

Why SR1?

"SR 1 serves as the main north-south highway to access the Delaware Beach resort areas. In addition to the resort traffic, eastern Sussex County has been experiencing a high rate of growth in year-round residential traffic and supporting commercial development. This has led to increased congestion and safety issues due to increased travel demand and the mixing of local and through traffic. . . . The need for corridor capacity preservation on this section of SR1 is clearly demonstrated in the high volumes of existing and proposed traffic. Legislation protects corridors serving "predominantly statewide and/or regional travel."²

Legislation protects corridors serving predominatly statewide/regional travel.

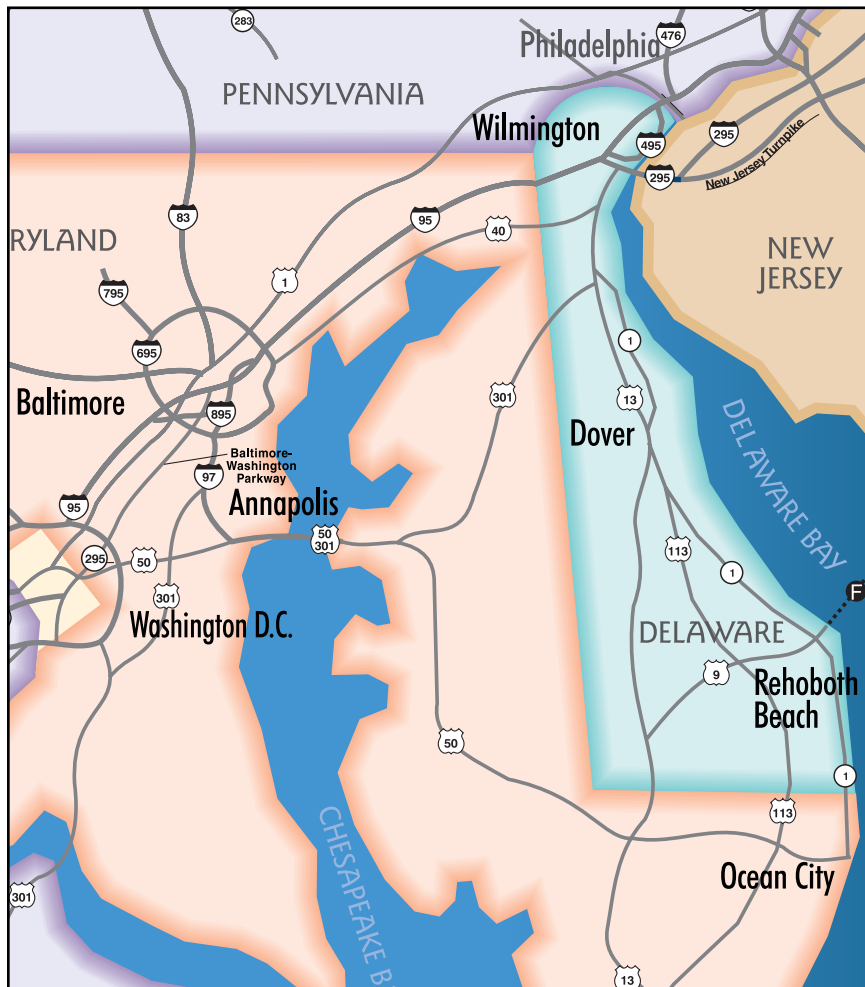
Due to the success of the voluntary program, in 1996, the General Assembly passed legislation (Section 145 of Title 17 of the Delaware Code) enabling the Department to develop a program to protect corridors serving "predominantly statewide and/or regional travel" in the State. The law established a roadway nomination process and called for nominations of new corridors every three years through the Department's Statewide Long Range Transportation Plan. In addition to SR1, three corridors were proposed for inclusion in the original program: SR 48 (Lancaster Pike), US 13, and US 113. These three corridors were formally adopted into the program in February 1997.

² Letter from Century Engineering to DelDOT Division of Planning, January 2, 2002.

INTRODUCTION

Delaware's Regional Location Goals of the Program

Delaware's Major Highways Serve Not Only Our State, But Also the Busy Northeast Corridor Region



Although much of Delaware's pass-through traffic uses I-95, other major roads also carry through-traffic to nearby and distant states. The Corridor Capacity Preservation Program seeks to retain capacity on Delaware's major highways so they can continue to serve statewide and regional traffic.

Goals of the Program

- MAINTAIN a road's ability to handle traffic safely and efficiently
- MINIMIZE the impacts of increased economic growth
- PRESERVE the ability to make future improvements
- PREVENT the need to build an entirely new road
- SORT local and through traffic

INTRODUCTION

Current Corridors



Corridors in the Program

- SR 1 - Dover Air Force Base south to Nassau (31 Miles)
- US 13 - Route 10 in Camden south to the Maryland state line (46 Miles)
- US 113 - Milford south to the Maryland State line (33 Miles)
- SR 48 - Hercules Road to Route 41 (2 Miles)

Project Schedule

- 1991-1998 - SR plan completed
- 1998-2002 - US 13 plan to be completed
- 2002-2004 - US 113 plan to be completed
- 2002-2004 - SR 48 plan to be completed

INTRODUCTION

Corridor Capacity Preservation Program History

